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ADDRESS

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Christian Beneficence, as manifested in the organization of the Bible, Missionary, Tract, Sunday School, Temperance, Seamen's Friend and kindred Societies, marks the present century, as an important era in the history of the world.

The bold experiment of severing religion and State, at the formation of our government, has clearly demonstrated that Christianity needs no political power to sustain it. A constitutional government thus established without provision for sustaining the Institutions of religion, and in which Christianity, the prevailing faith of the nation, was not even acknowledged, might naturally have excited the apprehensions of good men, for the

immortal interests of the people and for the welfare of their free institutions. The experiment was hazardous. It had no precedent in history. The Pagan, the Jewish, the Mohammedan, the Christian religions, had respectively been incorporated with the State. In arbitrary governments, where men are regarded in masses, rather than as individuals; where the liberty of the press and the freedom of speech are repressed; these compound elements, Church and State, may have been, and may still be, conducive to the interests of the people. It is only under a government of religious toleration and by a free people, that the means and opportunity of developing the efficacy of the voluntary principle—in matters of faith, can be secured and exercised. It follows, therefore, that that form of government which leaves the people free in the choice and in the exercise of their religion, is one, under which the prevailing faith, as a Divine principle and self-sustaining power is fully tested. How has Christianity met the

issue? Infidelity points to the multiplicity of christian sects, and the ultraisms prevailing in society, and pronounces the doctrine false and the experiment a failure. But he who duly appreciates the evangelical spirit prevailing in the country—so clearly manifested in the moral and religious associations, sustained by christian beneficence, has the assurance that his faith is Divine, and needs no governmental aid or protection to sustain it.

It has been intimated that Infidelity at the formation of our federal government, suggested the idea of severing the Church and State. Be it so! Christianity has come out of the trial vindicated as a Divine Revelation—showing that He who rides in the whirlwind and directs the storm, can make the wrath of man to praise him, and restrain the residue thereof.

Great privileges involve great responsibilities. To whom much is given, of them much will be required. While it is gratifying to see the aggressions made on the kingdom of darkness, yet, in view of the power and the resources of the church in this country, how little has been accomplished.

Present Condition of Sailors.

To pass over the ravages of sin, in its various forms, throughout the land, let us take as an example, that class of men for whose benefit this Society has been organized. What is the present condition of sailors? Improved, vastly improved from what it was in the early part of the century. But have they received that moral and religious instruction and christian sympathy which their services, their exposure, their character and condition, entitle them to receive from Christian Beneficence. It is true that in many churches, a periodical contribution is made in behalf of the Seamen's Friend

Society, and that Sailors' Homes and Bethel Chnrches have been provided; but vitality seems to be wanting in the exertion of Christians, in adapting these means to the wants of the sailor. This may, however, arise in a measure, from the anomalous position which he is supposed to occupy; for sailors of themselves form a caste. They, become, from their calling and habits a somewhat isolated class of men; and until within a few years have been regarded as beyond the pale of christian influence. Let us for a few moments look at the occupation of many seamen in the last century. This will account for their depravity and, it is to be hoped, will also incite christian effort in reclaiming many of the same class in the present day. We will borrow our illustrations from the western Coast of Africa, that region of crime, cruelty and death, from piracy and the Slave trade.

The same class of men were there, the navigators of the pirate and the slaver, and sailors on board of legal traders, had often little hesitation in betraying their vessels into the hands of the buccaneer. In 1719, a "sea solicitor," named Conklyn, arrived at Sierra Leone, bringing with him twenty-five or thirty of the greatest villains that could be culled from two or three piratical vessels on the coast. Soon after Conklyn had left the piratical fleet, a mutiny broke out; the Chief in command was overpowered, placed on board of a prize, and sent adrift. The pirates then proceeded to Sierra Leone. There they found our unscrupulous worthy, in command of a fine ship with eighty men. Davis, the notorious pirate, soon joined them with a well armed ship of twelve guns, manned with one hundred and eighty men. Here was collected as fruitful a nest of villainy as the world

ever saw. They plundered and captured every thing that came in their way. This fleet with other pirates, destroyed, within the year, more than one hundred trading vessels on the coast of Africa.

In 1720, Roberts, a hero of the same class, anchored at Sierra Leone and sent a message to Plunkett, the Commander of the English fort, with a request for some gold dust and ammunition. Plunkett replied that he had no gold dust for him; but that if he, with his fleet, would come within range of his guns, he would serve them with a good allowance of ammunition. Whereupon Roberts opened his fire upon the fort, Plunkett soon expended all his ammunition and abandoned his position. Being made prisoner he was brought before Roberts. The pirate assailed the poor Commander with the most outrageous execrations for his audacity in resisting him. To his astonishment Plunkett retorted upon him with oaths and execrations still more tremendous. This was quite to the taste of the scoundrels around them, who with shouts of laughter told their captain that he only came off second best at that business.

In 1721, England despatched a squadron for the purpose of exterminating the pirates. It was soon ascertained that Roberts had swept the coast of legal commerce, and that sailors were flocking to him from all quarters. At last an engagement took place resulting in the defeat of the pirates; a great number of whom were made to ornament the shore on gibbets—the well-known signs of civilization in that era, as long as the climate and the vultures would permit them to hang.

Piracy has been suppressed, by which the tropical shores of Africa

and the West Indies had been laid waste. This however, was but slight relief to the temptations and the crimes of sailors; for under a legalized form of piracy, the Slave trade was made murderously systematic. The Christian Nations of Europe, eager to be enriched by this iniquitous traffic, made it a subject of diplomacy as to who should secure the greatest amount of these wages of iniquity. Men forgot what they ought not to forget, and however startling, disgusting and oppressive to the human mind, the horrors are, which characterised that trade, it is well that since they did exist, the remembrance of them should not perish. It is a perfectly dark chapter in the history of the world; but, although dark and terrific, it has its value. It is more worthy of being remembered than the historical routine of wars, victories and defeats, for it is more illustrative of man's proper history, and a strange era in that history.

The Slave trade is now carried on by comparatively small and ill found vessels. Watched incessantly by the cruisers, the Slavers are induced at any risk of loss by death, to crowd and pack their cargoes, so that a successful voyage may compensate for many captures. It has been objected to the employment of squadrons to exterminate that traffic, that their interference has increased its enormity. This is, however, doing honor to the old Guinea-man such as he by no means deserves. It is in fact an inference in favor of human nature, implying that a man who has impunity and leisure to do evil, cannot in the nature of things, be so dreadfully heartless in doing it; as he on whose track the avenger follows to seize and punish. The fact, however, does not justify this surmise in favor of impa-

nity and leisure. For if ever there was any thing on earth, or in the sea, which for revolting, filthy, heartless, atrocity, might make the devil wonder, and hell recognize its own likeness, then it was on any one of the decks of an old Slaver. The sordid cupidity of the older, as it was meaner, was also more callous than the hurried ruffianism of the present age.

Here was a school for sailors. Can we wonder that they have been a debased class. Is it not rather a matter of surprise that any were redeemed, who had been subject to such baneful influencees? Yet we see John Newton, afterwards a burning and a shining light in the Church, once a mate, then the master of an African Slaver.

Let us now look at the character and condition of this class of our fellow-men, of the present century. Until about thirty years ago, the sailor seemed to be regarded as enjoying immunity in the practice of evil doing. Drunkenness and profanity, were his characteristics. But society has awokened to a remorseful consideration of the wrongs which have been practised upon him, and his claims upon the church and the world are now acknowledged. Piracy being almost swept from the ocean,—Slavery confined mostly to a few vessels, running to the Island of Cuba; the long cessation of maritime wars; these have been exceedingly favorable to the success of christian effort in behalf of seamen.

The Grog Ration.

On entering the Naval service myself, more than a quarter of a century ago, scarcely a sailor could be found, who made any pretensions to religion or morality. The grog ration at that period was half a pint of whiskey; this was generally drank,

and as much more as could be procured. The men were seldom permitted to go on shore more than twice or three times during the cruise, and then, as a matter of course, were expected to get beastly drunk. Religious services were unknown in a man-of-war. No successful appeal to the higher motives could be made in disciplining a ship's company. The government was therefore necessarily one of force. Sailors in the Navy were then a fair type of their class in the merchant service. In the course of a few years Bethel churches were built, Sailor's Homes and Temperance boarding houses provided, Savings Banks established, Bibles, Tracts and other religious books and periodicals, were furnished sea-going vessels.—Congress reduced the allowance of whiskey to one gill per day, and the government encouraged the commutation of the ration for a small sum of money to be paid monthly. A sensible improvement in the character of seamen followed the adoption of these measures.

In the year 1844, on board the frigate "Cumberland" bearing the broad pendent of the present Chief of the Bureau of Yards and Docks, the men voluntarily stopped their grog.—They were permitted, when in port, to go on shore frequently. Not only Sunday morning services were performed on the quarter deck, but an informal voluntary service followed these in the afternoon, below decks, and in the evening a prayer meeting was held and conducted principally by the sailors themselves. The influence of these measures, on the discipline, harmony, and efficiency of the vessel, was highly salutary.

Another instance in point. The brig "Perry" in 1850 and 1851, was cruising on the western coast of Af-

frica. Her crew also voluntarily stopped their grog. Not a death occurred among the officers and men, although hard service in boat cruising, boarding some seventy vessels, and capturing two or three slavers, necessarily involved great exposure in a climate of so pestilential a character.

Such have been the results where special efforts have been made to reform the habits and improve the condition of seamen. It is not to be concealed, however, that as a class at the present day, they are degraded from the effects of intemperance; and sad and degraded their condition will remain, until a more systematic effort be made in their behalf, and until Congress shall abolish the whiskey ration of the Navy. This grog ration causes more than three-fourths of the punishments in a man-of-war; it is the subversion of discipline; it engenders disease and crime; it perpetuates drunkenness in the Navy. In the language of a distinguished commander of one of our foreign squadrons, which was quoted in a speech on the floor of Congress, "More drunkards are made at the grog-tub of a man-of-war than in any other place in the whole country." In short this grog ration is evil, and only evil, and that continually." A young man, perchance from the mere love of adventure, ships in a man-of-war and takes a cruise. He has not yet contracted the habit of drinking; but in his new sphere the grog tub is daily paraded before his eyes; the force of public opinion leads him to draw his allowance; he becomes an habitual drinker; and at the expiration of the cruise goes ashore—there indulges his acquired appetite, until he ends his days a confirmed drunkard. This is no

overwrought picture, innumerable instances of the kind have occurred, and are now occurring in the Navy, from the effects of the spirit ration.

It has long since been demonstrated that the habitual use of ardent spirits are not only unnecessary to persons in health, but that they are positively injurious. Yet the government, or more properly speaking, Congress, for the government has no control in the matter, still refuse to abolish the whiskey ration. It is believed that a majority of sailors themselves, and among them some who have been the greatest sufferers from the evil, are in favor of abolishing it. We will give one or two instances sustaining this view.

During the cruise of the Perry on the African coast, a number of men were wanted to fill the vacancies occasioned by manning and sending home two slave prizes. Application was accordingly made to one of the vessels for the required number.—This was granted, and the word passed for all who wanted to join the Perry to go over into the starboard gangway. The complement was soon filled up. Among the volunteers was a man who, a short time previously, had broken into the spirit room of his vessel and stolen a quantity of liquor.—He was informed that no grog was served out in the Perry. "For that very reason," replied he, "I want to join her, for where there is grog I must have it, although I know it is death to me."

In the same vessel, at the commencement of the cruise, when it was proposed to give up the grog ration, an old quarter gunner demurred, remarking. "I have always drunk my grog, it does me good. I can't enjoy my health without it." He was told that he had a right to it; that no pow-

er short of Congress could deprive him of it, and that a barrel of whiskey should be placed in the spirit room for his special benefit. Finding, however, that all the ship's company had given up that portion of the ration, he concluded also, to abandon it. A year afterwards, at the Island of St. Helena, this old quarter gunner was ashore on liberty; on coming aboard he applied to the commander for permission to get a bottle of beer, as he expressed it, "to top off with," adding "I will then quit drinking altogether, for I have made two discoveries in this vessel, one is that I can do without my grog, and the other is that I can't do with it."

A large number of the best officers in the service are in favor of abolishing the whiskey ration. A bill striking it from the ration table has twice passed the House of Representatives, but was defeated in the Senate. Our merchant service, whose sails whiten every sea, has with the most beneficial results, abolished it. Why then should Congress suffer this foe to the sailors' welfare, longer to remain in the Navy.

On the banks of your beautiful Schuylkill stands a palace of a building—the asylum for old veterans who, in war and in peace, have rendered more than twenty years service to their country. A large majority of these men daily parade the streets of your city, as orderly and as well behaved as any of your citizens. These old men, like the quarter gunner of the Perry, have made the discovery that total abstinence is the only remedy for intemperance. Fifteen years ago the grog ration was daily issued to them, but was afterwards abolished. Think you, if that grog ration was to be restored and endorsed by the government, as harmless in its effects, that

a large majority of these old veterans would be found walking your streets "clothed and in their right mind?" We judge not from the experience had in that institution, when they received their morning and evening allowance of whiskey.

Appeal in behalf of the "Sinews of Commerce."

We might plead in behalf of the sailor with the statesman, the merchant, the manufacturer, the agriculturist, for seamen are the sinews of commerce. Railroads, like net work, may intersect the country. Manufactories of Cotton and Iron may dot every State of the Union. Agricultural industry may increase the products of the earth. But with a languishing commerce; these would be rendered comparatively valueless. What is the state of our commerce? Our tonnage is increasing, our merchant ships are penetrating every nook and corner of the earth. What then can check our prosperity? The want of seamen. The supply at this moment, is unequal to the demand, and the evil is increasing. The apprentice system has been tried in the Navy and it is to be hoped will be repeated. Seamens' wages in the merchant service have been advanced. Still the demand is increasing. What then is the remedy? Improve the condition of the sailor. Banish that manufactory of drunks—the grog tub, from our men-of-war; then the parents objections to their sons going to sea will be removed, and a young vigorous race of sailors will appear ready to supply, in the most material department, the commercial wants of the country. Therefore we urge upon this Seamen's Friend Society, upon this respectable audience and upon you gentlemen of the press, here taking notes; to speak aloud on

this subject, that Congress may be induced to apply the corrective, by striking whiskey forever from the ration table. I have myself, for the last twelve years fought this grog ration, and God willing I will continue to fight it, till the hideous hydra shall be finally and forever destroyed.

We must minister to the physical wants and improve the moral character of seamen, in order to render them susceptible to the truths of the gospel. The remark has often been made that you can't make saints of sailors. I believe that God can make saints of sailors, if He can make saints of landsmen. I believe that the Bible, the principles—the teachings of the Bible, are adapted to the wants of our nature and in all circumstances and in every condition of life, when properly applied, will never fail to elevate the intellect and cure the evils of the human heart. Human nature, although greatly modified by circumstances, is every where the same. Divine Grace is necessary to overcome its corruptions. Remove the temptations of the sailor; care for his physical and moral wants; approach him with the means of Grace as other men are approached; then he will offer up prayer as acceptable incense before the throne of Grace, and the ships of the ocean will become vocal with the praises to God our Redeemer.

Marine Disasters---Their Causes and Remedy.

The late frequent and frightful shipwrecks should not be permitted to pass away from the public mind without producing some salutary, and permanent effect. When the news of such awful destruction of life and property first reaches us, intense excitement and deep sympathy are

aroused. Some are intent in their denunciations of those supposed to be chargeable with the guilt of the catastrophe—others expend their emotion in unavailing sorrow for the dead. Resolutions of condemnation are hastily passed at a public meeting, against the imaginary havoc, and remedies are proposed to prevent the recurrence of such events, but alike far wide of the mark aimed at. Blame falls heaviest where least due, and plans for future safety proposed which fail of efficiency, because they but touch the surface of the evil and leave the root still alive.

In a short time—a very short time—the excitement dies away—the spasm is over—the past is all forgotten in the busy turmoil of the present—the waves roll over and bury in oblivion both the dead and the cause of their destruction. All goes on as before, until some new calamity, proceeding from the same cause, and terminating in the same results, again calls forth public emotion, destined as before, to subside speedily into forgetfulness and inaction. My purpose in the suggestions that I would offer, touching this important subject, is to direct public feeling into the right channel; to point out, if I can, the origin of the evil to be corrected—where the axe must be applied, if we would prevent, (so far at least as human power may reach) the recurrence of such dreadful marine disasters as those which of late have hurried hundreds of human beings into eternity, desolated the hearts and homes of so many families, and destroyed so vast an amount of valuable property.

There is no one cause of human suffering so prolific of bitter fruits; none that calls for more immediate and vigorous counteraction.* That a remedy can be at once and effectu-

* During a period of eighteen months, ending in September, 1853, 103 ships and barges, 144 brigs, and 327 schooners and sloops were totally lost at sea. During the same period 50 vessels, which had previously sailed, were never heard from; 838 put into port in distress, and 102 wrecks were passed. This is a total loss, for the given period, of one vessel every 11 hours, one stranded every 44 hours; one abandoned every 75 hours, and one never heard from every ten days. This list is confined to American shipping almost exclusively.—*Boston Atlas*.

ally applied that will materially diminish the loss of vessels at sea, I have not the least doubt. That it is also within our power to effect a gradual but sure prevention of by far the largest proportion of disasters, I feel equally confident. If, even to a slight extent, the end desired can be reached through any of the suggestions that follow, my purpose in submitting them will be answered. They may, and I trust, will call forth from others more competent, such farther counsel and advice as shall complete what I have thus begun. The importance of the subject must be my apology for the length of this communication; and I would further premise that, in what I may say, I have no direct reference to any particular persons or instances. I will speak only of truths and facts that will be admitted as generally correct by all who are acquainted with the matters under consideration.

The causes of marine disasters are mainly traceable to the following sources, either separately or combined—oftener the latter than the former.

1st. The unfitness of the vessels themselves. Some vessels are sent to sea unsound in timber and planking, with crippled spars, rotten and worn rigging, thin and strained canvass—sent too, at the most inclement seasons to the most stormy latitudes, overloaded with a dangerous and racking cargo. What follows? A gale springs up—the crippled spars fall—the worn canvass blows away—the laboring hull, shorn of all support, leaks—the helpless wreck founders and drifts ashore, and the sea buries all; and who is to blame? The master, perhaps, though he was sent to sea, under a protest that the vessel was unfit, but under the necessity of taking her or leaving his family destitute. He did all he could to divert the loss, but in vain. Or the Government is decried for not having boats and men at hand to save from a raging and resistless surf, the few who might thus, as by a miracle, be rescued. The insurance is paid, and the owners are screened from the misdirected eye of public indignation.

2d. Vessels beside being unsea-

worthy and overloaded, are entrusted, oft-times, to the most incompetent and careless masters. An owner, anxious to dispatch his vessel for a good market, looks around for some one to take charge of her. The first person who offers, perhaps, is appointed from necessity. His certificates of character and fitness (if he has any) are doubtful and insufficient. The owner relies for his security on the insurance office, and the insurance office on chance. A very safe reliance for general results, but treacherous in detail. The crew and the passengers must rely upon the master and the vessel. They go to sea; the master proves to be neither sailor nor navigator; unfit, too, to command his crew, (especially now, when the former and long established system of discipline has been abolished, and the officers of vessels must rely chiefly on the moral power which good character and professional skill combined, alone can inspire.) Mutiny and insubordination ensue. Bad weather comes on—the crew refuse duty—they neither respect his character nor confide in the master's knowledge of his profession. Spars and canvass go—the reckoning is wrong, and the end of course is the loss of the vessel and perhaps of every soul on board. The insurance is paid—no inquiry (if any can be made,) can ascertain the true cause of the loss; it is buried with the vessel—but in fact was solely owing to the character of the person to whom the responsibility of life and property had thus recklessly been committed.

3d. *Weakness and inefficiency of crews.*—Our merchant vessels are all under-manned, and besides are supplied in most cases, with a large proportion of men who are sailors only in name. The master knows nothing about his crew until he gets to sea. They are not shipped by himself. They are subjected to no examination. The owners probably never see them. The insurance agent is equally ignorant about them. The landlords who collect and put them on board, are the only persons who do know anything about them, and they are directly interested in

concealing the truth in precisely those cases where it is most important that it should not be concealed, *viz.*, when the men are worthless. The landlord cares only to get his plunder, and will ship without scruple, for a first-class seaman, a man who has perhaps never been to sea, and whose only title to be called a sailor, rests on the fact that his bill at the boarding house, will be paid out of his advance. What is the consequence? The master finds to his dismay, (and not until he gets to sea, when it is too late to remedy the evil,) that out of a crew of twenty or thirty, not more than eight or ten are sailors. The rest are only shore-drift trash,—worse than useless,—ignorant, lazy and mutinous. Yet, with this *personnel*, he must handle the ship in all weathers, carry a press of sail, have the steering well done, his watches and lookouts kept, &c. His owners are in a hurry, he must make a quick trip; he packs on the canvass, carries through squalls, hoping that they may not be too heavy until at last he is caught. He has not men enough, even if all were of the very best, to manage so much cloth. His sailors are not able, and his landsmen are to much frightened, to reduce sail, and the squall strips him of canvass and spars, and perhaps the ship herself perishes. Such instances are not imaginary! And besides, the few sailors generally to be found now among the crews, have to do all the duty, all at least that is most arduous and perilous. They become worn out, doze from mere exhaustion at the wheel, sleep on the lookout, if any be nominally kept—run into some other vessel, or on some shoal, to avoid which, the nicest steerage, and most vigilant watch are required. To save a little (or admit much) additional expense, some owners reduce the number of men to the least possible amount, and the most inferior quality—leave them to be shipped by the landlords, who, with very few exceptions, care only for their own interests, and the advance which poor Jack has to give them for what he did not get. The ship and all her precious freight, are then entrusted to the ability of the master,

and the chances of the seas and the risk of the insurance office. What marvel that such heavy losses have to be met? The wonder is, that they are not more frequent. Many of our noblest ships (and in skill of construction and sea qualities they are unequalled), have never been heard of—or been wrecked on lee shores, for no other reason than the miserable economy, the penny-wise policy which leads to the reduction of the crews far below the standard of all other nations, and the faulty system of shipment which has been permitted to fall into the hands of those who now manage it.

4th. Our merchant vessels are not generally supplied with the requisite appliances for safe navigation, *viz.*: instruments, books and charts. With the exception of the first class ships employed in distant voyages (and not all of them), but one chronometer is on board, and that the master is required to provide. Where the owners are liberal, the ship furnishes one and the master another. Among the coasting vessels, a chronometer and its uses are both unknown. The result is, that the large proportion of American merchantmen are destitute of the means requisite for safe navigation. One chronometer is not enough; in some respects worse than none. If, as is usual, the master is forced to supply himself with this instrument, he is tempted, from his limited means, to get a good one, \$200, the ordinary price for a good chronometer, is a large sum for a poor man to pay. With a chronometer of doubtful character, (perhaps positively bad) regulated by an instrument maker, (perhaps carelessly) the master goes to sea. The rate server of his watch is wrong, or if not wrong when he started on his voyage, they vary before he has been at sea 24 hours. He knows nothing about it; cannot correct, for he is unable to discover the variation of his watch; and on he goes, with full faith that his chronometer points to Greenwich time, when in fact it shows the time at St. Petersburg or San Francisco. A sudden jar or too tight a turn of the key in winding, or a change of

temperature might produce this fatal effect. Still the master trusts to it, dashes on in great haste and fancied security, with few observations, (none for the purpose of testing his time-piece, his only dependence for his longitude,) to find at last, and too late, that his treacherous watch has misled him; that his longitude is wrong 100 miles or more, and of course that the ship is on land, when she should be afloat, or jammed in a terrible gale on a rock-bound-lee, where escape is hopeless. Now if it be considered that a chronometer is nothing more than a watch made with particular care and accuracy, and that the safety of the ship depends upon the fact of its keeping good time, 'tis manifest that so frail a security is wholly insufficient for the risk involved in such a contingency, and subject to so many accidents. An error of one minute only in time is equal to an error of four miles in position. A very slight deviation, therefore, in the rate or error of a chronometer, daily added up, amounts speedily to an enormous error in the true position of the vessel. How much guessing then must there necessarily be when such small mistakes lead to such great results, and the thousand accidents to which a frail machine is exposed be calculated; and besides, when it is borne in mind that since the invention and use of these watches, lunar and stellar observations have become so much neglected that very few masters (comparatively) now know how to take them.

If chronometers have so far superseded all other modes of ascertaining longitude, that on them nine out of ten rely, and but one chronometer is the average to be found on board of our ships, (and not even one on board of the coasters,) should we be surprised when we hear of vessels running on shore, or when they are spoken at sea far out of their proper course? The simplifying of the science of navigation by material aids, has thus increased loss by diminishing knowledge, and parsimony by withholding the requisite number and quality of instruments, still further aggravates the evil. It would be better to have no

chronometer than only one, especially if that be a faulty one, and especially more if the misplaced confidence of the master causes him to neglect the proper knowledge of his profession, and that vigilance at all times, which a sense of insecurity begets. Nor are the sextants and charts always such as they should be.

The necessity imposed by most owners on the masters, to provide themselves with such things, too often lead to their being of an inferior quality. The sextants, are, perhaps, old and warped, worn out, requiring too many corrections and allowances for accuracy of observation. The charts too small, and perhaps, otherwise faulty, and not enough of them, that is, a vessel may be required to change her destination when abroad, and be sent away with a set of charts for some other part of the world, the merchant meanwhile knowing that such may be the case, and the master unable to buy an additional outfit.

The dangers of the sea, and consequent loss, are greatly increased by the rashness of modern navigation—haste, quick trips, speed, independence, and contempt of all prudential rules and considerations—these causes fearfully multiply disasters.—The owner urges on the master, the builder of the ship drives him—the gains of the one and the reputation of the other are the stakes; the master's pride and ambition are excited—his interests, too, are involved, (pecuniarily, I mean); he must beat some vessel; bribes and rewards are held out, bets are pending. Half-manned and badly manned, with few and imperfect instruments, a pinched supply of spars, canvass, and cordage, a tender ship and a heavy cargo, and driven by the storm of competition and commercial eagerness, he weighs and stands to sea.

Through squalls and fair weather by night and by day, the ship is urged and pressed. There is no time given (even if there be the requisite means) for ascertaining her position, especially when in the neighborhood of danger. The land is approached; the weather is thick and threatening.—Prudence loudly demands that speed

should be slackened, or that the ship should haul off. The zeal of a race and the price of a market forbid the dictates of judgment; the presentiments of evil are stifled and disregarded. Perhaps there is a multitude of passengers on board, and but few provisions and little water. The risk must be run—the gauntlet of death—there is no time even to try the lead—it would delay the ship, for it is blowing so hard she must be hove to, to get bottom.

If the lead is hove at all, it is only at long intervals,—the position is uncertain—the latitude even not surely known, and the longitude only guessed at, and that by a chronometer, whose rate and error may have fatally varied since last it was regulated.—The pilot is anxiously looked for, or the light, but no such relief is at hand—night closes in—a night of tempest—through the gloom and darkness breakers are seen to rear their hoary heads—their loud roar is heard above the fury of the winds—even now the unhappy ship might be saved, but the ground tackle is bad, anchors too light, and chains rust eaten and worn out. Heavy anchors need strong crews, and chain cables are expensive. The issue need not be told; it may be read in the newspapers, alas, too often! The wild shriek of drowning, helpless, too confiding passengers—the strewed fragments of the wreck and the mangled bodies of the slain proclaim the fearful causes of some dreadful evil. Who then is to blame? Where lies the responsibility? It may be divided among many, and be traceable to many sources difficult of discovery, and harder of cure, but certainly demands a patient and thorough investigation, and the combined action of the whole community.—Every one is interested—for any one may, at no distant period, become personally a sufferer, in life or property.

The last, not least, the present state of discipline on board our ships is prolific of evil results, affecting safety of life and property. The repeal of the old marine laws was opposed by the Board of Trade of New York, as likely to cause just such consequences as have ensued. 'Tis

not my purpose nor my province to condemn that which the rulers of the country and the authorized guardians of her interests may decide to be best. But the fact is, that masters of vessels are now shorn of all power to maintain discipline, except that which rests on the last appeal, the pistol and cutlass, in case of positive mutiny, or the tedious and most doubtful and practically ineffectual process of trial after returning to port. The fact that there have been more mutinies, admiralty trials, and fights between the officers and men on board our merchant vessels, in the last three or four years, than for thirty years or all time previous, is suggestive of deep reflection to all who are interested in the matter under consideration.

If, besides, as the insurance' offices can testify, marine disasters have also increased *pari passu*, and have extended to first class ships, to a much greater degree than formerly, may it not be that hasty and unwise legislation has also aided in multiplying casualties at sea? If so, this point must not be overlooked. Discipline, always and everywhere essential to security, peace and prosperity, is no where more necessary than on board of a ship, where prompt and unquestioning obedience alone can enable the commander to fulfil his trust. The safety of all depends upon the authority of one, and authority, without the means of maintaining itself, is worse than an empty name.

These, then, I believe to be the chief causes of all or most of the disasters which occur at sea—sometimes singly, more generally combined:

1st. The vessels themselves are unseaworthy.

2d. The masters are oft-times incompetent and careless.

3d. The crews are weak and inefficient.

4th. There is a deficiency of nautical instruments, &c.

5th. Commercial zeal and competition lead both owners and masters to set at defiance all the laws of prudence.

6th. Bad discipline.

Remarks.

We republish the above well writ-

ten and timely article from the Philadelphia Bulletin of May 13th. But we protest against the assumption under the head of "Bad Discipline," that, now the lash is abolished, masters of vessels are shorn of all power to maintain discipline, except that which rests on an appeal to the pistol the cutlass, and the law.

He who knows no other or better way of punishing a disobedient man or boy than by lacerating his back with the lash, is fit neither to command a ship, nor teach a school. Experience has taught us a more excellent way.

Besides we object to the assumed "fact" that there have been more mutinies, &c.

It should be remembered that in a single generation both the tonnage of ships and the number of seamen have quadrupled. So that to make more mutinies than formerly, on any true basis of estimation, there must be at least four-fold more than there was 30 years ago;—a "fact" neither credited nor avowed by any observant man.

We have said much, and have more to say on the importance and manner of maintaining a good discipline at sea. The other statements in the above article are worthy of the most careful and humane consideration, and especially with reference to such testimony as the following;

HUMAN LIFE VERSUS FREIGHT.—Charles H. Haswell, surveyor of sea steamers for the Boards of Underwriters of New York, Philadelphia, Boston, and Lloyds', London, in his testimony before the Wyse court martial, stated in reply to a question, that vessels were often used for carrying passengers which would not be used for freight, as the former were not insured. In other words, vessels upon which the underwriters would refuse to take freight risks, or

would assume them only at high premiums, are often consigned to the passenger business!—*Boston Jour.*

For the Sailor's Magazine.

Letters from Polynesia.

"*Mothers hold on, pray and pray again—Despair not for the Sailor—Need of faith—The pious Shipmaster welcomed by the Missionary—Holy Spirit's Work, &c.*

The principle of faith needs to be in constant exercise by those who labor in behalf of seamen. There is much to discourage and depress in this enterprize. Encouragement, however, will often arise in some quarter where good was to be least expected. Ah! who knows the power of faith and the influence of prayer? The young man standing before you may seem lost to every moral influence, and utterly abandoned, still he may have a praying mother who will give God no rest until He appear and grant a gracious deliverance.

The following facts may be relied upon as strictly true:

Thirty-five years ago, a young man run away from his parents residing in —— Cheshire, England. Not a word of intelligence respecting his fate reaching his friends for nineteen years, he was supposed to be dead. The young man had, however, a praying mother, who would not cease to pray for her absent son. During those long years of doubt and anxiety, there came a pious sailor-preacher to the village of that praying mother. She attended his preaching, and heard him exhort mothers to pray for their sons at sea. He said, "Mothers hold on, pray and pray again." These words of the

pious sailor found a place in that mother's heart. She held on, or to employ her own expression, "I dinna let go." After waiting for nineteen years, she had tidings that her son was alive, still he would not return, but he did, however, administer to her temporal necessities. Many hundred dollars he sent her. After corresponding fifteen years, he at last forwarded money to pay the outward passage of that mother to his island-home in the Pacific. Strange as it may appear, that aged mother of more than three score and three has safely doubled Cape Horn, and is now spending the evening of her days beneath the son's hospitable roof. Facts are sometimes stranger than fiction. Names and dates, I am not at liberty to publish, but the facts are none the less real. These facts enforce with great power the pious sailor-preacher's exhortation, "Mothers hold on, pray and pray again.

How gratifying, after contending with the ocean's storms, and being driven about by fierce gales, to experience a day of peaceful calm and quiet repose. Just so after mingling with the rough and unforgiving world, how refreshing to meet a true fellow pilgrim on the pathway Zionward. During the last few months, it has been my privilege to meet some good pious seamen—men of faith and prayer. How striking the contrast between the character and society of such men, and that of the rough and profane. Some months since a Dane offered himself as a candidate for uniting with our Bethel Church. He could, but quite imperfectly, speak the English language. He was naturally diffident and self-distrustful. When under examination, we were utterly at a loss what to think of his case. At last a commit-

tee was appointed to report, that committee finally reported to admit him, although they felt doubtful about his case. It was thought best to err on the side of charity. It was remembered that our Divine Master would not break the bruised reed. The man was duly admitted to the communion. Weeks and months have since passed, and how manifest the change. He was introduced to christian society. The place of prayer became his chosen place of resort. He seemed to become a new man *intellectually* as well as *morally*. It has been cheering to watch his progress in Divine things. His improvement is most strikingly manifest. By a late departure, he left for California, and I entertain scarcely a doubt, but his course will resemble the path of the just, which shineth more and more unto the perfect day.

The remark is often made that the visit of a ship is often dreaded by the faithful missionary, who labors to educate for heaven the few and wayward Polynesians. 'Tis even so. Not many days since I received a letter from a christian brother laboring at Strong's Island, disclosing a most sad state of things. Similar letters I have received from the brethren, Gulick and Sturges, laboring at Ascension. I should almost be ashamed to publish all I know upon the subject. The truth would not be credited. Some men from *New* as well as *Old* England would figure in print, in a way that would make their friends discard them forever. Some of these men, alas, are not to be found in the ship's forecastle. While alluding to this painful subject, how refreshing to receive a communication from an English Missionary at Tahiti, from which I can take an extract like the following:—

My wife unites with me, " writes the Rev. Mr. A., under date of January 28th, in expressing our warmest thanks to you for your kindness in introducing to us our excellent friend and brother Capt. Hall, of the whale ship S. H. Waterman. Oh! that such men were increased a hundred fold! How little difficulty, comparatively speaking, would the Missionary have throughout this vast ocean, in introducing the gospel to the various islands, if the ships which follow in our wake, or which precede us, were commanded by such men. May your labors and those of seamen's chaplains throughout the world, be most abundantly blessed in the formation of such men. Again, under date of Feb. 22d, the same missionary writes, "I now only trouble you again to say how delighted we have been with Capt. Hall. To us such a visitor has long been a novelty."

The foregoing extracts show how much the society and influence of good and christian shipmasters and seamen are prized. There may not, as yet, be many such, yet, I do honestly believe they are increasing. The late Capt. Knight, of San Francisco, was such a man. His light was not under a bushel. Being dead, he still speaks by his noble christian example. Capt. Richardson, late of the ill-fated "Staffordshire," was another. The tomb stones of such men are the true light houses on the shores of time, to light the benighted voyagers to the haven of everlasting rest.

It affords me unspeakable joy to report that the Holy Spirit is shedding abroad his blessed influences at the boarding school in Honolulu. This school is taught by the Rev. Mr. Dole, and originally designed for the children of the American Missionaries, but is now open

to the community generally. We are now not without other indications that God is willing to pour out His Holy Spirit in answer to prayer. In my last, I wrote you, that an Hawaiian Tract Society had employed a colporteur. The period of his engagement has closed, and he has left for California; but I hope to return. In connection with his labors among seamen, there were manifest indications of the spirit's gracious influences.—Many backsliders were reclaimed, and some careless sinners aroused to feel their need of a Saviour.

Yours with esteem,
S. C. DAMON.

Nautical Heroism.

The following most interesting description of the rescue of four hundred and forty-five human beings from the sinking wreck of the ship Winchester, by Capt. Fitch and his fellow officers and crew of the American steamer Washington, is given by Professor Hinkel, a passenger in the Washington. We copy from the New York Tribune these details of the heroic conduct of these noble men:

On the morning of the 2d of May, while under a furious gale, the sea was rolling mountain high, the passengers of the Washington were called on deck by the intelligence of a dismasted vessel drifting in the direction of the steamer. About 10 A.M., we were near enough to enable Capt. Fitch to hail the vessel and ascertain that she was the Winchester, from Boston, the captain of which entreated Captain Fitch to stay by his ship and save the passengers and crew.—The latter was in a most difficult position. To lower the boat and venture upon the waves, tremendously lashed by the gale, was a most perilous undertaking. Besides, the Washington was filled with passengers and heavily laden. On the other side hundreds of human lives were at stake. The humane captain of the Wash-

ton, however, was quickly decided.—He communicated to his passengers his resolution not to proceed until all was done within human power in saving the people on board the wreck. There was, of course, but one feeling of approbation among the passengers of the steamer, who had soon an opportunity to observe the circumspection, courage and nobility displayed by the noble seamen of the Washington. No sooner had Capt. Fitch made known his noble resolution when Mr. King, first officer of the Washington stepped forth and called upon the crew for volunteers to board the wreck.—From among the brave sailors, who, without exception, offered their services, he chose four excellent seamen. A life boat was lowered. Although their own life was in imminent peril, since it appeared nearly impossible that a boat should live upon such a sea, yet Mr. King, with his men ventured out on an enterprise, the obvious dangers of which could not but excite the highest admiration of their heroism, as well as the truest regard for their self-forgetful love for their fellow men. All eyes were fixed upon the boat in which these heroes, after superhuman exertions, at length succeeded to get alongside the Winchester.

However, it was found impracticable to board the wreck, as the sea was continually making a complete break over it and the boat. The captain of the Winchester threw a bottle into the boat, which contained a letter requesting their rescue, and stating the number of passengers and crew as being 445. Mr. King again reached the steamer in safety, and immediately left once more with the letter of Capt. Fitch sealed up in a bottle. This time, however, the noble seamen nearly fell a sacrifice to their humane intentions. Coming near the wreck, their boat, broken in the forward air chamber, commenced to sink. Ropes were thrown from the Winchester, by means of which first the four sailors, and last Mr. King, were snatched from a watery grave. On board the wreck, a spectacle was presented to Mr. King of the most heart rending description. The passengers, of every

age, and sex, in a state of unspeakable anxiety, excitement and exhaustion, were partly lying on deck; and although secured by ropes—owing to the tremendous rolling of the ship continually knocked about in a manner that the arms, fingers, and legs of many were broken, and all suffering from painful contusions. The remainder of the passengers and crew were engaged at the pumps, which they could not leave for fear of being thrown overboard by the rolling of the vessel. Upon seeing Mr. King, those on deck crept up to him on their knees, crying piteously, and entreating him with folded hands to take them off the vessel. All, however, appeared to be resigned, and their bearing was remarkable for proofs of religious truth. Mr. King, wet throughout and nearly fainting, yet tried to console the passengers—assured them that they should be taken care of, and recommended them cheerfully to work the pumps. Also, Mr. Moore, Captain of the Winchester who had the kindness of relating to me these proceedings on board the wreck, was answered, that Capt. Fitch had resolved to stop until all was saved, and to leave Mr. King on board the vessel as a guarantee of his intentions. Mr. King being provided with dry clothes by Capt. Moore, and feeling somewhat better, went among the passengers, consoling and reassuring them of Capt. Fitch's determination.

During the night regular signals were exchanged with the Washington. There Capt. Fitch never leaving the deck, guided, with admirable skill, the movements of the steamer, which despite the heavy gale, he always kept near the drifting Winchester, at the same time superintending the preparations for embarking and saving the passengers and crew of the wreck. Early on the morning of May 3d, four life boats were lowered, and Capt. Fitch directed their movements with so much circumspection, and assisted by his chief engineer, Mr. Mathews, watched with so much prudence, care and kindness the getting on board of the wrecked passengers, the whole operation was finished without the least accident. Capt. Moore

and Mr. King were the last on board the wreck which began rapidly to go down, taking off the American flag, as neither of them liked that emblem of liberty to become a prey of the waves.

The wreck twenty minutes after being totally abandoned, was engulfed by the sea. On board the Washington, the expressions of regard and gratitude given to Mr. King, on the part of all, were of the most affecting and touching nature--and although that brave and noble officer but thought to have done the duty of every true American seaman, yet his reception on board the Washington, coming with Mr. Moore, the last of all, undoubtedly will be one of the most cherished remembrances of his life.

For the Sailor's Magazine.

"All for the Best."

As the following incident illustrates the goodness and mercy of God, as made known through Jesus Christ, in plucking a brand out of the burning, it may perhaps be interesting and beneficial to the readers of the Sailor's Magazine.

I first became acquainted with — Baker, the subject of the following sketch, at the Sailor's Home, in this city. He then merely entered his name as a boarder at the Home, for the purpose of leaving his chest and clothes, whilst he was an inmate of the hospital. He had previously received a pistol ball in his knee, which came from a leaded pistol which was in a bundle belonging to a passenger on board of a vessel with which he was connected. The ball had been taken out at the Hospital in Chelsea, but his leg still remained in a very bad condition. I visited him several times at the Hospital, generally twice a week, and found him totally ignorant of all the fundamental truths revealed in the Bible. He was much addicted to profanity, and although he acknowledged the power and government of God, still he insisted that God had no right to put such a heavy burden upon him. I often spent more

than an hour in reading and explaining the Scriptures with him, and showing him the evil deserts of sin, and the remedy which God had provided, whereby he might escape the punishment due to it. At the expiration of four months, he seemed to be somewhat resigned, and to feel himself to be a sinner, but would not yet submit himself fully unto God. Then He who chastises those whom He loves, and scourgeth every son whom He receiveth, laid an additional burden upon him. He was taken with the small-pox, and removed to the small-pox Hospital in the suburbs of the city. I visited him there three or four times, and found him subdued and softened. He recovered from the small-pox and returned to the General Hospital, at which place, in the course of three months more his leg became better, but not perfectly cured. He then left the Hospital, and went to New York, and entered the Seamen's Hospital there.

The next time that I met with Baker he was as a Seaman on board of a schooner. His leg was perfectly cured and he enjoyed excellent health. He was then rejoicing in a full assured hope of an interest in the blood and righteousness of his Saviour God. He wondered that he could ever have been so stupid and wicked, as to doubt the justice and mercy of God, in the afflictive dispensations of his Providence unto him. He says, "now I can see that it was all for the best, that he did all things well. I now daily adore the riches of his grace which not only spared, but had mercy upon such a wicked caviller and daring blasphemer as I then was, and my hearts' desire and prayer to God, that I may show forth his praises who hath taken my feet out of the horrible pit and miry clay, and set them upon the Rock Christ Jesus."

As I had then left the Sailor's Home where I had charge of the religious department, and was engaged in supplying the shipping with Bibles, I often met with Baker. He appeared to be making progress in the divine life, and to improve opportunities of usefulness among those with whom his lot was for the time cast. He took

for his partner in his pilgrimage here, one who loved the Lord, and with whom he could take sweet counsel on what appeared to him to be the most important subject. He established the family altar and a weekly prayer-meeting at his house, feeling, as he said, that he had much to thank God for, and much to ask him for. About a year since, Baker removed with his family to New Jersey, and still follows the water as an oysterman. I have not seen him since he left this city, and will conclude this sketch by urging on every one who goes down to the sea in ships, to lay down the weapons of their rebellion, and to submit to and trust in the same Saviour, who is always waiting to be gracious.

G.

Philadelphia, May 25, 1854.

Panama Chaplaincy.

A New Chapel.

MESSRS. EDs.—You will be pleased to learn that God is still showing us much favor, both in giving us the hearts of this people, and also in surrounding us with increased comforts and means of usefulness, we have been able within this month to cast off our old slough of a residence and Chapel, and take possession of a new house, built for quite another purpose, but which the Lord all the while intended for the use of his people here. Our chief reason for desiring to change our location, was to secure a more public place, and we expected in so doing to sacrifice our own comfort to a great extent, and our health in some degree.—But, thanks be to God, we have secured the blessing sought, and yet are great gainers in the very thing we feared. Our new house is so situated that the gate and Bethel flag, are visible in two streets and the chief "plaza" or square of the city, as well as out in the harbor, so that we shall doubtless secure a larger attendance of sailors,

of strangers, and of residents of the city,—and yet the place is more retired and quiet than the old, and so more pleasant for us personally,—is much more exposed to cool winds, has more room, more conveniences, and a better view of sea, earth and sky.—It is a *new* house also, and is therefore, cleaner, and more safe than the old.

The rent is double that of the old house, but we hope to be able to realize nearly half of this by renting the lower story, for which we have no use.

Favor has been shown us also in fitting up the Chapel; for when I knew not where to look for seats, a gentlemen, kindly offered me all the lumber I needed, and a carpenter who is no lover of me or my work, *under the pressure of public opinion*, which forbade his longer refusing to contribute for the Chapel, consented to make them up without price, so between the two, about a hundred dollars is saved.

We have also a small garden spot attached to the house, and we sit under—if not our own “vine and fig tree,” at least our lime and orange trees, and what is better, because so essential to health, I shall be able to raise for our table some of those vegetables, so abundant with you, but not to be had for love or money, here.

Thus God is favoring us, and his own cause, may this new Chapel be a “Bethel” indeed and a gate of heaven to many a son of the sea, and dweller upon the land,—even in this first month some fruit appears, may it be multiplied a hundred fold.

J. ROWELL,
Panama, April 27th, 1854.

John Wesley's last words were, “The best of all is, God is with us.”

NAVAL JOURNAL.

For the Sailor's Magazine.

SAN FRANCISCO, Dec. 31, 1853.

ELWOOD WALTER, Esq.,
Secretary Board of Underwriters
New York.

SIR:—I respectfully submit to the Board of Underwriters of New York, my Annual Report of Marine Disasters that have occurred or come within my knowledge, during the past year on this Coast, and other items that may be of interest.

The number of Marine Disasters, as will be seen by the following list, is 47.

Estimated value of vessels, cargoes and freight is \$2,200,000.

Estimate for repairs, salvage and total losses, \$1,351,000.

Number of Certificates issued at this Agency by me for damaged goods, 748.

The Agents of Boston, Philadelphia and Baltimore Underwriters, have given a proportionate number of Certificates; in addition to which many vessels from Europe have landed their cargoes in bad condition. There has been a large amount of cargo damaged by bad stowage, which has been paid, for by the vessel, and much by *sweat*, the loss incident to which has been borne by the owners of the goods. I am happy to state that ships recently arrived at this Port, have landed their cargoes in comparatively good condition, exhibiting much more care in stowing, and more attention has been paid to the proper ventilation of ships, as well as not loading them too deeply or subjecting them to inordinate straining by heavy deck loads. We have had in this port during the year, many

ships badly built—of green wood, insufficiently caulked, too heavily sparred, light standing rigging, bad iron work and a general weakness about the bows which has occasioned much loss.

The completion of Light Houses on this coast is of vast importance to Commerce, but no progress has been made during the past few months, and when Government shall have fulfilled its intention of placing Lights on the Faralones, one on Point Bonita and another on the Island Alcatrasse in this harbor, there will still exist the necessity of having a Light Ship moored in 15 fathoms water, outside the bar, with a Fog Bell also on board. There are several Buoys required in this Harbor, more particularly one on Blossom Rock, which is from four to five feet under water at low tide and on which several vessels have struck.

There is 38 feet of water at low tide on the Bar, which is 8 miles from the city. The entrance to the Bay is 1 1-4 miles in width at its narrowest point.

The tides are irregular, the greatest velocity being 4 1-2 miles per hour.

From April to November strong winds prevail from WNW and NW, and during the winter severe gales from the SE, are not of unfrequent occurrence. At Mare Island, some 25 miles up the Bay there is now a sectional Dock of sufficient capacity to receive the largest ships and steam vessels, and in this city there is every thing requisite for heaving out vessels of any size, and Machine Shops and Foundries with every facility for repairing steamers.

The Pacific Mail Steamship Company have at Benicia, very extensive works for effecting repairs to Engines, Boilers, &c., &c., they have twelve Steamers running semi-monthly to Panama and Oregon, carrying the U. S. Mails, freight, and passengers, and the value of their property on this side cannot fall short of \$3,000,000.

The Nicaragua Steamship Company have four Steamers running to San Juan twice a month, and the independent Line have at present one Steamer (the "Uncle Sam") plying between here and Panama.

In addition to the above, the Steam Propeller Peytona runs to Oregon twice a month, and the Steamers Southerner, Goliah, and Propeller Maj. Tempkins, are engaged in conveying freight and passengers between this and Monterey, Santa Cruz, San Pedro and San Diego.

Very respectfully,
Your obedient servant,
JOHN C. HOYT.

A Whale Adventure.

At length when, within a quarter of a mile, was presented to our view this 'great Leviathan of old,' incessantly rising to blow, and at times rearing itself in the air, in all the attitudes characteristic of rage, displaying to man that were it sensible of its power and strength, the destruction of those who dared approach it, could not fail to be inevitable. At one instant, its immense head was greatly elevated, and a cloud of fume issued from its organs of respiration; it then raised its mountain back, bristling with the goarding harpoon, which it endeavored to displace by various contortions of its body; finally throwing itself into a perpendicular posture, with its head downward, and its monstrous tail lifted to a surprising height, it made the lobes crack by the effort with which they were whirled in every direction, and dashed them upon the surface with a violence that could not have failed to annihilate whatever had opposed its force. On receiving a harpoon from a boat near us, the whale descended perpendicularly with prodigious velocity; but on its

returning to the surface, we could distinguish at a great depth that it was coming in a direction towards the spot we had taken. Our undaunted harpooner thus cheered the crew, "Give way my lads, to pull upon her back; never mind yourselves." I was placed at the stern of the boat, which was very narrow, and was standing upon some loose ropes. The whale arose with all the grandeur imaginable, making a column of water appear to boil around it, by its great bulk and rapidity of ascent, at a boat's length from us. On raising its monstrous head, and ejecting a loud and powerful blast, I fired a charge of small shot into it, as the only means in my power to contribute towards securing the prize. At the same time, the harpooner plunged his weapon up to the socket in its back, which caused the fish to make a most conclusive exertion to disengage itself, driving the boat with such extraordinary force against a piece of flat ice, that it was astonishing it was not dashed to pieces. From the insecure situation in which I was standing, having scarcely taken the gun from my shoulder, I was thrown from the effect of the concussion over the boat-steerer's oar, and fell upon the ice; but this fortunately being covered with snow, I received no injury. Instantly recovering myself, I attempted to regain the boat, but the fish had drawn it out of reach, so that I was left to make my observations, the whale being within a few yards of me. The agony the poor animal now appeared to be suffering, would on any other occasion, have excited sentiments of unmixed compassion; in the present instance the spectacle was rendered awfully grand by the astonishing exertions made by the fish with its fins and tail to destroy its assailants. The other boats having come up, the crews actively applied lances to reach the vitals of the fish, and I imagine, they speedily effected their object; for, in discharging the air from the blow-holes it gave early indication of exhaustion by a mixture of blood with the breath.—The bustle of the combat—the confusion of voices—the struggle of de-

parting life tinging the air with red—the surrounding sea turned to blood—and, at the moment, when the last breath was observed to escape, three hearty cheers from the crews of the boats, to welcome the event,—altogether presented a picture beyond the power of description.—*Whaleman.*

[From the Honolulu Friend.]

Deaths in the Pacific.

On board whale ship Brunswick, off Falkland Islands, Oct. 1853, of consumption, Jeremiah Reynolds, belonging to Dartmouth, Mass.

Killed by a whale, Jan. 1st, 1854, Capt. Dexter, of bark Oscar, of Matapoisett.

At the U. S. Hospital, March 1854, Mr. Martin Oakley, 3d officer of the whale ship Mary and Martha. He belonged to Hobart Town, Van Dieman's Land, having left that port in the " Flying Fox," and is reported to have been wrecked among the Kingsmill group.

DISASTERS.

Ship Sachem, Woodbury, from Boston for New Orleans, was wrecked on 27th March on Gingerbread Ground.

Br. barque Elizabeth, Doucett, at Boston from Glasgow, reports:—April 21st, fell in with a boat containing Capt. Smuirfield and nine men, survivors of the crew of the Br. barque Beaufort, from Omoa for London, which vessel sprung a leak and was capsized 17th. Wm. Siddle, carpenter, Daniel Taylor, steward, and Robert Fish, seaman, were drowned at the time.

Br. schr. Amazon, Anderson, of and from Digby, for Boston, ran ashore on the S. W. end of Mount Desert Rock, 11th May, and became a total loss with her cargo.

Br. barque Norma, at this port from Bremen, reports: April 21st, passed the wreck of an American vessel, (the Ann, of New York,) all masts except part of foremast gone—was abandoned.

Ship Star Republic, at this port from Bordeaux, reports: 19th April, fell in with the wreck of schr. A. M. Bogert, Ward, of and for New York, from Charleston, lowered a boat and took off the officers and crew, there being a heavy sea on at the time, with squally weather.

Brig Nancy, Plaisted, at this port from Guayama, P. R., reports: 17th April, fell in with Brig Alida, Swinson, of and for New York, in a sinking condition, and loss of rudder, a heavy sea running at the time; lay by her until 3, P. M., when we succeeded in getting the captain and all the crew on board in safety, the A. going down very fast.

Brig Trieste, Lampher, from Nassau for Liverpool, was the vessel abandoned at sea in a sinking condition 11th March. The crew were taken off by the Br. ship Sisters, and carried to Liverpool.

Brig Albert Adams, Fish, at Boston from Wilmington, N.C., reports: 16th April, while lying to in a gale from E.N.E., lost jibboom, forward house, and 80 bbls. rosin. Also lost overboard Chas. Campbell and Peter Walsh, seamen, and Chas. Waterhouse, steward.

Whaleship Ocmulgee, at Holmes's Hole, reports March 20th, saw the wreck of brig Rio, of Sedgwick, waterlogged, loaded with pine lumber.

Schr. Orbit, Miller, from Waldeboro' for Boston, went ashore on Point Alderton Bar 17th April. The captain and crew were taken off by the life-boat and landed at Hull.

Barque Francis Watts, from Rio Janeiro for New Orleans, was totally lost on or previous to the 6th April, near the mouth of the Mississippi River.

Schr. Ukraine, Marshall, from Keyport, Raritan Bay, struck on the breakers off the south end of Hog Island, during a heavy gale and thick fog, on the 14th April, and bilged in about fifteen minutes; vessel a total loss.

Schr. Sarah Jane, of Bristol, R. I., from Boston for Jacksonville, drifted ashore on the 5th April, 10 miles south of St. John's Light. There was

a heavy sea running from the eastward and weather nearly calm. The anchors were let go in six fathoms of water, but owing to the heavy sea they would not hold the vessel. She will be a total loss.

Brig *Globe*, from San Juan, Nic., 9th ult. for this port, was totally lost 4th April, near the Dog Rocks, on the north side of Salt Cay Bank. Brig *Ada*, Chase, from Wiscasset, carried Capt. Leavitt and five seamen to Havana.

Schr. *Ornament*, Thorndike, from Portland for Boston, went ashore on night of 17th April on Long Beach, near the Rockland House.

Capt. Moore, of ship *Michael Angelo*, from New York Feb. 23, for San Francisco, writes: March 2 fell in with schr. S. & J. J. Williams, of and for Plymouth, N. C., for New York. The captain, his wife, and four seamen, were in a very suffering condition from exposure and thirst, having had no water for a week. With much difficulty got them all safely on board, and shall send them to the United States by the first opportunity that I meet with.

A telegraphic despatch from Trieste, received by Messrs. Baring, Brothers & Co., of London, announces the reported loss near Foo-chow-foo, of the ship *Oriental Fletcher*, from that port of and for New York.

Schr. *Lion*, of Mystic, Buckminster, from Falkland Islands, sprung her mainmast in a gale, March 12 bore away for River La Plate, but, was totally lost on English Bank night of March 22d.

Ship *State Rights*, from Liverpool at Savannah, encountered a severe gale March 29th; off Western Islands; lost foremast, bowsprit, and maintop-gallant mast. Six seamen were swept overboard with the spars and lost.

Br. barque *Alderman Thompson*, at this port from Shields, reports: 4th April, fell in with the wreck of schr. H. M. Johnson, water-logged and abandoned.

Schr. *Armida*, Robinson from Portland for Machias, went ashore on the "Hay Ledge," off St. George, on the

night of the 11th April, in a thick fog, and is a total loss.

Schr. *Jersey Oak*, Roe, from New Orleans for this port, went ashore on the S. side of Long Island, 29th April, and will be a total loss. The captain's wife and daughter perished.—Capt. Roe and the crew lashed themselves in the rigging, where they remained several hours, when they were taken off by the lifeboat. Capt. R. is still unable to leave his bed.

Ship *Strelina*, Leach, of Boston, before reported ashore on the rocks at the entrance of the harbor of Revel, has bilged, and will become a total loss.

Barque *Walter Claxton*, Folger, belonging to the California Lumber Company, was lost off Mendocino on the 21st April.

Br. barque *Achilles*, hence for St. John, N. B., was totally lost midnight 19th April, at Harbor Jet, near Jonesport, Me., having gone ashore during a thick fog.

Fishing schr. *Bay State*, from San Francisco, on a fishing cruise, was totally lost on the 19th April, near Bodega.

Ship *Heidelberg*, at this port from Havre, reports April 17th, fell in with ship *Harriet Augusta*, of Richmond, Capt. Trot, from Cork for City Point, Va., dismasted and in a sinking condition; took off captain and mates, and 25 men, and brought them to this port.

Ship *Thomas Wright*, Lavender, from Matanzas for London, cargo sugar, is reported by telegraph to have gone ashore morning 25th April, 20 miles south of Tybee. A steamboat and lighter with Capt. Lavender, were to leave Savannah evening 26th for the ship. From the tenor of the despatch, it may be inferred that the T. W. was likely to prove a total loss.

Steamer *Washington*, which arrived at this port 14th May, bringing about five hundred of the passengers and crew of the Boston ship *Winchester*, which was wrecked at sea on the 17th of April. The Washington fell in with the *Winchester* on

the 2d of May, and after laying by her thirty-six hours, succeeded in rescuing every soul on board. In an hour after the last boat, containing Capt. Moore, and the first mate of the ship, had left her, the Winchester sank.

Ship Josephine at this port from Bristol, E., reports: April 21st, passed ship James Cole, on her beam ends, with main and mizen masts gone; no one on board;

Br. brig Vulcan, at this port from Glasgow, reports: April 23d, no lat., passed the wreck of the Br. barque Bellona, of Bristol, waterlogged and abandoned.

Brig Exchange from Philadelphia for Newburyport, cargo coal, capsized and sank off Reedy Island during a severe squall, on Wednesday evening last.

Ship Argo, Capt. Macoduck, from Baltimore 1st April, for Liverpool, experienced on the 17th, a violent hurricane from S. to N. W., which threw vessel on her beam ends; her masts were cut away and she righted a little, making large quantities of water. On the 19th the vessel had 7 feet of water in her hold, and was abandoned, the crew being taken off by the Br. ship Mahonongo, Capt. Corish, from Londonderry.

Ship Forrester, Caulfield, from Callao, via Hampton Roads, of and for Boston, went ashore on the beach at Wellfleet night of 30th April. The crew were all saved.

Brig William Moore, at this port from Ponce, P. R. reports: 22d April passed the wreck of brig Undine, dismasted and abandoned, deck torn up.

Ship Currituck, at this port, from Antwerp, reports: 21st April, at 5 P. M., latitude $41^{\circ} 30'$, longitude $33^{\circ} 24'$, fell in with ship Black Hawk, Bunker, from Liverpool, for this port, dismasted and leaking badly. Ship Dirigo, and Br. barque Caroline, laying by her taking off passengers. Having more than they could take, we lay by them, and succeeded in taking off the remainder, being 356 passengers, which we brought to this port.

Ship Alleghanian at this port from Newport, E., reports: April 20, at 4 P. M., made a barque to windward, with signal of distress flying, with loss of foremast and maintopmast; bore up to her and at midnight spoke her; she proved to be the barque Byron, of Castine, Capt. Norton, with decks swept, and leaking badly; had lost two men overboard; took captain, officers and crew, 12 in number, the Byron was from Charleston, bound to Nantez, France.

Ship George Canning, at this port from Hamburg, reports: April 28th, saw on fire Br. ship Commerce, of London; the rigging was entirely burnt down, and the ship was abandoned.

Ship REMITTANCE, Mooers, from Baltimore for Havana, was totally lost on the North part of Eleuthera on or about the 20th May.

Schr. FRANCIS HALLETT, from New York for Wareham, sprung a leak 6th May off Point Judith, and sunk 7th in eight fathoms of water.

Key West, May 22.

Brig Sterling, of Boston, from Matanzas, Bound to Montreal, went ashore on Conch Reef, night of 10th inst.

Mystic, Conn. May 18.

Schr. Cornelia, Franklin, from New York for Boston, is ashore on Race Rock, and is full of water. Will probably be a total loss.

Schr. AMIDA got upon Hay ledge, near Herring Gut, 10th inst., and became a total loss.

Br. brig East Boston, Doane, from Catania for Boston, is reported, by telegraph, as having been wrecked on Cape Sable May 5th.

Schr. Lodi, Morgan, from Salem for Jacksonville, abandoned at sea no date; crew saved and taken to Norfolk previous to 2d May.

Accounts from brig Julia Ann, of Boston, from Guayama for New-York, ashore near Fire Island, up to the 30th ult. state that she is nearly full of sand, and it is feared will be a total loss.

Steamer Shreveport struck a stump in Black Bayou on the 20th ult. and sunk.

Schr. G. W. Pickering, from Baltimore for Savannah, went ashore 2nd May, near Cape Lookout, some 20 miles from Ocracoke Bar. After striking twice, her keel came off and the vessel filled. The captain and four men left the schr. in a boat, leaving two men on board, a seaman named Owen Cash, and the steward. In the morning Capt. Benson attempted to return to the schr. but found it impossible, as the breakers were running too high. He then put to sea, and on Wednesday afternoon was picked up by the schr. Sally Badger, Capt. Simon, of and for New York, bound to Darien.

Schr. Louisa, of and supposed from Bucksport, went ashore at Cape Elizabeth, near the lights, May 19th, and went to pieces in about half an hour after she struck.

Brig Abbotsford, at Baltimore from Palermo, boarded schr. Amelia Johnson, of New York, water-logged and mainmast carried away; part of her decks and hatches washed away. She was stripped of everything except her anchors, one of which was on the bows, and the other down with about thirty fathoms chain out.

Schr. Maine, from Rondout for Salem, went ashore on South East Bar, off Chatham, 3d May. The vessel broke up, and, together with her cargo will prove a total loss.

Brig Riga, at this port from Palermo, reports: 18th May, 70 miles east of Sandy Hook, spoke ship Wm. Tapscott, Bell, hence for Liverpool, who reported on the day previous came in contact with the brig Sarah Brown, Abbott, hence for Gottenberg, and capsized her: took off the captain and crew, who were transferred to the Riga.

London, May 2.

The wreck of the Union, apparently a new brig, belonging to New York, under jury masts, and abandoned, was passed in lat. 16° N., lon. 53° W. by the Foster, Orchard, arrived at Grenada.

Schr. President, Sawyer, of and for Portland from Cardenas, went ashore on Block Island, in the fog, night of 15th May, and became a total loss.

Notice to Mariners.

REVOLVING LIGHT ON CAPE CARBON, COAST OF ALGIERS, MEDITERRANEAN.—This office has been officially informed, that on the first of March, instant, a Revolving Light was established on Cape Carbon, the Western Point of Bouja Bay. The period of revolution is once in every minute. The Light Tower stands in $36^{\circ} 4' 30''$ North, and $5^{\circ} 5' 32''$ East of Greenwich, at 769 feet above the level of the sea, and being 35 feet in height, the elevation of the lantern is 805 feet, so that the light will be visible, in very clear weather, at the distance of 40 sea miles.

The Red Light at present on Cape Carbon, was at the same time substituted for the Fixed Light now on Abd-el-Kader Point, the Eastern side of Bouja Road. By order of the Light House Board.

THORNTON A. JENKINS,
Sec. Light House Board.

Treasurer Department, Office Light House Board.

March 31, 1854.

LIGHT IN THE BIGHT OF PIAVE, COAST OF VENICE, ADRIATIC SEA.—This office has been officially informed that on the 21st of last month a Fixed Light was established on the Eastern point of the entrance of the Sile branch of the river Piave, known formerly as Port Jesolo, but now called the Port Piave Vecchia, (Old Piave) about 11 miles East of Venice. It stands in $45^{\circ} 28' 50''$ North, and $12^{\circ} 3' 30''$ East of Greenwich, and being 109 feet above the sea, will be visible in clear weather, at the distance of 14 miles. By order of the Light House Board.

THORNTON A. JENKINS,
Sec. Light House Board,
Tres. Department Office, Light-
House Board.

NANTUCKET NEW SOUTH SHOAL LIGHT VESSEL.—A light vessel was placed during the month (May, 1854) to mark the New South Shoal off Nantucket, and to guide vessels clear of dangers in that vicinity. This vessel is fitted with two masts painted yellow, white mast heads, with an open work, oval, black

day mark, five feet in diameter, at an elevation of sixty-three feet from the water line. The hull of the vessel will be red, with "Nantucket Shoal" painted in large white letters on both sides. The length of the vessel is about 100 feet, breadth of beam, 24 feet; height of gunwale, above water, 11 feet; burden, 250 tons. Two lights one on each side, will be exhibited at an elevation of forty-four feet above the level of the sea, each produced by eight Argand fountain lamps and parabolic reflectors, and should be seen, in good weather, from an elevation of fifteen feet above the water, at a distance of from twelve to thirteen nautical miles.

During thick or foggy weather a heavy bell will be kept constantly ringing. The vessel will be placed in from thirteen to fifteen fathoms water, about one or one-and-a-half miles to the Southward of the Southern extremity of the New South Shoal. The position will be in about lat. $40^{\circ} 56' 30''$ N., lon. $69^{\circ} 51' 30''$ W. from Greenwich. In passing this light vessel, the following bearings and distances will be found to be sufficiently accurate to guide navigators in shaping their courses from positions near it: To centre of "Old South Shoal," (Mag) N. by E., distant eight miles; to "Tom Never's Head," (Mag) N. by 26° W., distant twenty-one miles; to "Block Island Lights," (Mag) W. N. W., distant seventy-eight miles; to Light Vessel off "Sandy Hook," (Mag) W., distant 180 miles. Variation of the compass, 8, 18 W.

Vessels bound to Baston Bay, or to that vicinity, when the weather is moderate, may, after passing the light vessel steer an E. N. E. course for eighteen miles, leaving Fishing Rip on starboard hand; from thence a N. by W. $\frac{1}{2}$ W. course for about thirty-eight miles, will bring up with the Chatham Lights. The attention of Mariners is particularly invited to the setting of the currents in the vicinity of these Shoals, as shown by the coast survey chart, and it must not be forgotten that compass courses cannot be depended upon without having regard to the time of tide and its set. Notice will be given of the precise time when this

vessel will be placed at her station, and the lights exhibited, with any changes that it may be found necessary to make specified. By order of the Light House Board.

SAMUEL R. KNOX,
Lieut. U. S. Navy, Inspector 2d
Light House District.
Boston, Mass., April 15, 1854.

Missing Vessels.

Brig Avalanche, of Baltimore, sailed from New York for Jamaica, in September, 1852, and has never been heard from since.

Brig Thomas R. Stewart, sailed from New York for Baltimore, in ballast, in February last, and has never been heard of since.

Br. barque Wm. Thompson, Douglass, sailed from New-York Jan. 7th for Queenstown, I., and has not since been heard of.

Schr. Melvina sailed From Charleston March 29th for Boston, since which nothing has been heard from her.

Considerable apprehension is felt for the safety of the brig Industry, of New Haven. She left that port some time in March last, for St. Croix, W. I., and the last accounts from that Island, which give her fifty days out speak of her non-arrival.

Schr. Lucy Pulsifer, of and from Gloucester, sailed March 5th for Georges Bank, and was in company with schr. Bloomer, March 18th, when a heavy gale commenced, in which both dragged their cables all day under bare poles. Towards night the L. P. was seen to hoist a double reefed foresail and head N. E., since which she has not been heard from. She probably foundered or may have been run down by some large vessel.

Schr. Gold Hunter, of and from Gloucester, for City Point, before reported missing, left Hyannis March 19th, and was seen by a vessel in company next night, when a gale came on in which both vessels were hove to. It is believed she foundered that night.

New York, July, 1854.

The Late Thomas Hale.
Of Brooklyn, N. Y.

The fourth time within the last twelve months it has been the painful duty of the Directors of the American Seamen's Friend Society to record the death of one of their number. Chase, Spencer, Phelps, and recently, Hale, have successively been summoned away: the latter at the age of fifty-three. His remains were deposited in the family resting place at Bellville, Newburyport, Mass. A large concourse of relatives, citizens and friends from abroad attested their respect and love for his character and memory by their presence at his funeral.

Not a few remembered him as their generous benefactor, or judicious counsellor; many, as the true man radiant with sunshine, who would never cloud an inch of earth save when a shower was greatly needed; and all as the sincere Christian. His pastor has borne public testimony to his love for the people and place of prayer, and given expression to the sorrow of a church in being bereaved of a member so useful and beloved. The Atlantic Insurance Company, with which he was connected, as well as the merchants and others with whom he had daily intercourse in Wall street, miss him, and speak of his departure with unfeigned regret. The Direc-

tors of the American Seamen's Friend Society sorrow that in their meetings for business and social intercourse they shall see his face no more. And the seamen, too, who knew him, mourn no less sincerely their own loss.

At the last meeting of the Board of the American Seamen's Friend Society, resolutions of appreciation and respect for his character and memory, and of sympathy with his afflicted family and friends were unanimously adopted.

Africa and the American Flag.

In the last No. of the Sailor's Magazine we announced the publication by the Appletons, New York, of a volume bearing the above title, by Commander Andrew H. Foote, U. S. N. Since 1842 the U. S. has maintained a naval force to co-operate with armed ships of Great Britain, in pursuance of a treaty between the two governments, for the suppression of the slave trade on the African coast. During the years 1850 and 1851, the Author of this volume in command of the U. S. brig Perry, efficiently aided in executing the humane mission of two Christian Governments, and in collecting important information on a variety of topics connected

with that increasingly interesting land. This volume contains the results of his research, observation and experience. While it illustrates the importance of the squadron as protective of American interests, and as promotive of human progress in checking crime, and preparing the way for the diffusion on the continent of Africa of peace, prosperity, and civilization. It gives a full view of the condition of the African population, past and present, the system of slavery in all its aspects, the geography of the country in its broadest sense, and the progress, effects, and prospects of colonization. The information presented under each of these heads is highly interesting, and in great part novel. The customs of the African nations are exhibited in descriptions of their arts, superstitions, religious rites, public polity and domestic economy.

The young Liberian Republic finds in Commander Foote a warm and intelligent friend; whose statements ought to silence and shame the opponents of African improvement in their own land.

The volume is alike creditable both to the mind and heart of the Author. It will be read with great interest and profit. His example too, in seeking the moral and religious improvement of the men and boys under his command, and the welfare of all who come under his influence, reflects more honor on him as an officer and as a man than the proudest naval victory could bestow. In connection with this commendation of his book, we are happy to treat the readers of the Magazine to an address recently delivered by him at the Anniversary of the Seamen's Friend Society in Philadelphia. In its spirit and earnest intent will be seen the reason for the Commander's saying at the

close of a sixteen months cruise on the African coast, "Not a death on board. The Perry has served out no grog." For it is not within the bounds of human probability that, with all other sanitary regulations rigidly observed, so large a crew could have remained so long unbroken on that sickly coast, had they also been exposed to the poisonous malaria of the grog-tub.—All honor to the men of the Navy, who are seeking the elevation of their class, and relief from the spirit-ration curse and disgrace imposed on them by Congress!

Notice.

NEW ORLEANS, May 15th, 1854.
Messrs. Editors.

GENTLEMEN.—On my last passage from Antwerp to this port, I had the misfortune to lose two seamen by falling from aloft. There not being any paper here that is devoted to the interest of seamen so widely circulated as your journal, I request you to insert the following for the benefit of their friends.

Thos. Jacobs fell from the mizzen topsail yard while reefing, March 30th, and died April 4th, has a brother living in Boston, a painter. His effects will be left here with Wm. Barrett shipping master. No wages due, as he received a month's advance, and his month was hardly up.

Chas. Fiddey, of Foy England, fell April 5th, from main top-gallant-yard, overboard, picked him up, but he was lifeless, no clothes, or wages due. Please insert and oblige yours.

Enclosed is \$5, please credit Mr. Mc'Nee, 1st officer of Ship Talleyrand, for \$2 50, and oblige

Yours Respectfully,
W. P. SWASSEY,
Master Ship Talleyrand of N.Y.

Humane and Christian Work.

MOBILE BAY,
Bethel ship Bethesda,
April 7th, 1854.

Dear Brother,—Yours of the 20th ult. has been received. The month of March, which is the period that this, my report covers, has been replete with interest to this mission.

The weather during the month has been most of the time boisterous, with considerable rain—circumstances which very much lessen the convenience and comfort of moving about upon the bay in boats. Nevertheless, the only tolerably fair Sabbath we were favored with, some seventy-five or eighty men were in attendance at the chapel on board, during the day. The remaining Sabbaths of the month being unpleasant, there were fewer present during the hours of Divine Service. No Sabbath have we been entirely interrupted in preaching the gospel to attentive hearers, since we commenced our work here.

In the hospital department, though the number of vessels at the anchorage has diminished considerably since my last report—we have had our attention fully occupied. The whole number which has been admitted during the month is *twenty-seven*; of which 21 have been discharged, and two have died. Fourteen is the largest number that was at any one time in the department, and the longest time any patient has remained is 28 days, and the shortest two days. In the meantime we have had occasion to prescribe for 18 persons who did not enter the hospital, making in the aggregate 46 who have received medical attendance and advice during the month.

Among the cases above enumerated are several of importance, and of painful interest. On the 14th of the month, James Fordham, engineer on board the lighter "Handy," and Lewis Caldwell, the cook on the same vessel, were brought on board the Bethel ship, dreadfully scalded by the bursting of the boiler of a small steam engine used on board the lighter for

loading and unloading. The howls of agony from the wretched sufferers were heard at a considerable distance before they reached our ship; and they were received on board entirely naked, with the skin hanging loose upon their arms and legs. Caldwell lived only a few hours after he reached the hospital, while Fordham who was not quite so badly scalded, lived ten days; but finally sunk in the suppurative stage.

To these men we extended such religious instruction as the great exigency of the case permitted. Fordham, during the first six or seven days, was able to converse some, to hear prayer, and to receive exhortation to repent of his sins, and believe on the Lord Jesus Christ. All this he received with apparently a subdued spirit, but in neither case could we derive hope that true penitence was exercised.

About 2 o'clock on the morning of the 25th of the same month, I was called to visit a seaman on board the British ship James McHenry, lying at anchor a mile and a half from us, who being on his watch had fallen through an open hatchway into the hold of the vessel. I found him in great distress, with a severe injury of the loins, rendering his lower extremities entirely paralytic. I at first feared that he had received an internal injury that would prove speedily fatal, and so I announced to him. He was not a professor of religion, but a Protestant, and had received a religious education in Scotland, his native country, and is said to be a temperate, sober minded man, of about 45 years of age. We not having proper accommodations in our hospital for a case so helpless, I desired him to be sent after a few days to the Marine Hospital in the city, where he is at present, but, as I learn from the surgeon, with no hope of recovery.

On the 22d of March, was discharged from this Hospital, the first officer of the British ship Alarm, who had been confined on board of us some thirty-five days, with a paralysis of the left arm and leg. When this individual was received, he was in a very debilitated condition, both

of mind and body, and seemed for a time unlikely to recover, but through the Divine mercy he was so far restored before he left us, as to be able to walk with a little assistance, and to be taken home on board his ship to England. We have also reason to hope that the mind of this man was favorably impressed with a sense of Divine realities during the time he was with us, as he expressed the hope that his afflictions would be sanctified to him, and that he had taken the Saviour for his portion.

I might mention other cases of more than ordinary interest, which have fallen under my observation this month, and to whom I have been permitted to administer, both for soul and body. I have never before so fully realized the importance of the work of our mission in this Bay, comprising, as it does, efforts to relieve the bodily sufferings, and to administer to the religious wants of the often uncared-for "sons of the sea."

We have also established, in connection with our morning and evening devotions in the chapel, the practice of asking questions concerning the subjects in the chapters read, and thereby having a sort of Bible class lecture briefly on each occasion.

To the temperance pledge which we administer to each person whom we can get access, and who is willing to receive it,—we have already a considerable number of names, most of whom, we believe, have thus far proved faithful. In connection with this subject also, I would remark that I think your correspondent at Mobile, in the March No. of the "Sailor's Magazine," has made some statements, which facts do not fully warrant. That there is liquor kept, and sold, on all the steamboats, which ply to, and through this Bay, is not to be denied; but that liquor is the cause of the mutinous conduct, which sometimes occurs here, is a mistake. I should rather ascribe these difficulties to a desire on the part of the men, by reason of a morbid thirst for it—to get to the city, where liquor is to be had in great abundance. Again the writer says, "most of the ships come here with colored men, few of which

are sailors—some have Lascars and China-men. Among the American ships, scarcely a white man stays on board—on board of the English ships there are some whites, who cannot steal the boat to get away." Now this statement does not correspond with my observation. Not more than one-fourth of the fleet in the Bay this winter, are American vessels; the remainder are nearly all English—of the American, some of the crews are colored men; and of the English, all are whitemen, with scarcely an exception, unless he be a cook. And of Lascars and China-men, I have seen none. These latter persons may constitute the crews of vessels in some places, but there have been none in the Bay, this season, to my knowledge. Of the twelve or thirteen hundred or more, men who have laid in the Bay this winter thus far, certainly, not fifty of them, have made their escape from the ships. I should not have alluded to this subject, but from the fact that I deemed the statements of your correspondent liable to mislead the readers of the "Magazine."

You will perceive, therefore, my brother, from the foregoing review of the month, that we are now fairly launched into the midst of our work; and that it is not without its cares and responsibilities. As I remarked in my former letter, I find it absolutely necessary to spend my whole time in the Bay; and I sometimes feel, that like *John* on the Isle of Patmos, I am an exile from the common walks of men, though without the glorious visions of the Revelator. I would nevertheless, animate *my* visions with the prayerful hope, that whatever labor and self-denial I may be called to endure, in the prosecution of my mission, will redound under the Divine arrangement, to the relief of humanity, the salvation of souls, and to the glory of God. This certainly, if realized, is no small reward.

Yours truly,
JOHN GRIDLEY,
Chaplain.

Be very careful in your choice of companions.

Lahaina Chaplaincy.

LAHAINA, Jan. 23, 1854.

Our roadstead, which a few weeks since was crowded with ships, is now deserted; and it remains for me to make report of my work and the impressions it leaves, to the Seamen's Friends. Let me tell them first what a throng of their *protégés* their co-laborer here has had the opportunity to work among. It was in the month of August, that the first of the northern whaling fleet made their appearance among us. From that time until the middle of December, they continued to come and go, filling our horizon with sails, our harbor with masts, and the streets with our sailor-friends. At one period not less than sixty whale-ships were in port, with a population of 1800 persons, with all their multifarious wants of body and soul to be ministered to. Here was the lucky voyager with full ship and complacent look; here, the unlucky one, (not rare to find this season) professing his equanimity under the frowns of fortune. Here, was the homeward-bound company, departing when the full ship sailed, with cannon and cheers —there, some who promise to return in spring, on the way to renew their conflicts among the northern ice. Here is a husband, returned to the arms of a beloved wife—then one arrived to mourn at his companion's grave—and then others still to learn from their long-waiting letters, that their homes months ago had become brighter, or were shrouded in darkness; and then the bustle, and business and traffic and confusion, everybody ashore, awake to improve the harvest-time of trades; and the long pent-up voyagers intent upon recreation and enjoyment. Poor fellows! for six months, "out of humanity's reach," fighting with cold and tempest and ice, and their sworn foe, the Polar whale, no wonder they use little ceremony in stretching their limbs when they land in this sunny clime. There are dens of temptation of all descriptions in frequent wait for their heedless steps. It was gratifying to observe, notwithstanding, how few, comparatively were the cases of intoxication. There

were said to be less than in any previous Fall season.

Owing to the distance, and scattered position of ships, it is not in the Chaplain's power to make a general practice of visiting them—though a good many were visited, and some most interesting interviews obtained with people on board, frequently leading to subsequent ones ashore.— Ashore, the sailor was the most easily intercepted, and most at leisure for conversation. The kindness of some of the Masters had enabled me to furnish the Reading Room pretty liberally with interesting and attractive Journals, and it was usually well thronged in the middle of the day. Here was my most frequent place for finding men—here I was in the habit of conversing with them daily, inquiring into their circumstances, about their friends at home, and presenting to their thoughts and striving to impress solemn truths. Many whom I thus conversed with were thoughtful, many with strong religious impressions. In some, I thought I recognised dear brethren in Christ Jesus. An open scoffer, I do not remember to have encountered, though many acknowledged reckless wickedness.— Seamen seem naturally to respect religion. In view of this fact, what a blessing to his men is a Christian master, whose piety fills his life, and who having the moral confidence of his crew, can act upon this strong religious instinct. It has been my privilege to meet a few such men, who will be among the Lord's most efficient instruments in forwarding that part of His work in which we are employed.

Public Worship in the Chapel has been well attended the past season—as usual by a greater proportion of Masters and Officers, than of men. Of an unusual or peculiar interest, I am unable to speak, save as manifested by a good degree of serious and intelligent attention to the word spoken. Let us pray the Lord of the Vineyard, that the seed scattered from our little Bethel, may spring up on many distant shores.

SERENO E. BISHOP.
Chaplain.

Mobile Bay Chaplaincy.

To the Secretaries of the "American Seamen's Friend Society."

DEAR BRETHREN, This my fourth and last Report for the present season, covers the period of the month of May,—but in which I will embrace an aggregate of some of the items which have been reported previously. The fleet is now small, and is diminishing daily. The whole time the mission has been in operation, is three months and twenty days.

The number of persons which have been admitted to the hospital as patients, is 61. These have all been discharged, except two, who died.—Fifty-two persons besides have received medical advice; making in the aggregate one hundred and eleven.—The entire number of days for which hospital charges have been made is 750; which at the rate of 75 cents per day, amount to \$563. To which should be added the charges made for those who were not regular patients; and also a small commission on books sold, and the whole amount is \$608.

Fortunately during the period under review—from the 10th of February to the 1st of June, no epidemic has prevailed in the Bay. The diseases prescribed for, have been generally mild, though somewhat diversified; such as visceral obstructions, paralysis, whitlow, hydrocele, dropsy, dysentery, epilepsy, injuries of the head, lues venerea, scalds, inflammation of the liver, neuralgia, stricture of urethra, hemorrhoids, diarrhoea, congestion of liver, rheumatism, intermittent fever, scrofula, tumours, bleeding from the lungs, indigestion, sprains, wounds, amputation of finger, &c., &c.

The longest time any individual has remained in the hospital is sixty days.

Every Sabbath of the sixteen we have been in the Bay, has been occupied with Divine Worship twice each day. During this time in the aggregate, there have been nearly 500 hearers—more than half of whom were different hearers—a number probably less than would have been,

but for an unusual multiplication of stormy and windy Sabbaths. The congregation has at no time been large. Of those who came to the Bethel, 48 have taken the temperance pledge. Eight thousand pages of tracts have been distributed. Forty-two bibles given away, and two sold. Of the American Tract Society's publications, one hundred and thirty-one dollars worth have been disposed of among the crews of ships. Morning and evening prayers, with reading of the scriptures, and singing, have been had on board daily. At these times, not more than sixteen, nor less than five, have been present.

As the result of all these religious appliances, we cannot say certainly, that more than one has been converted to God. Still we have reason to know, that several have manifested very decided religious impressions; and we have reason to hope, that Divine Grace will not suffer the seed sown, to be lost, though it lie long "buried and forgot."

The present season has been comparatively a short one; rather more than half the time allotted to this Mission in the Bay. So that, while we will not undertake to say particularly, what God in his mercy may have in store for the Mission in the future; we are filled with the conviction, that it is of his own appointment, and that in due time he will honor it still more abundantly.

With much esteem,

Yours respectfully,

JOHN GRIDLEY,

Chaplain and Physician.

Mobile, June 1st, 1854.

Seamen's Chaplain for Callao and the Chincha Islands.

On the 20th ult. the Rev. F. W. Bill sailed in the steamer "George Law" for his important station on the coast of Peru. He will find a wide field among the seamen connected with the more than 800 vessels annually in the port of Callao, and the multitude at the Islands loading their

ships with guano. On his way he will pause a few weeks at Panama, to learn the Spanish language, and supply the place of Rev. Mr. Rowell, chaplain, on a short visit to the United States.

MR. EDITOR,—Permit me to present the readers of your excellent Magazine with an interesting "cluster" of the precious points of our Bethel operations. Two weeks ago I visited Boston—went on board of the finest bark lying in that port, belonging to Loring & Co.—saw her towed off into the stream, bound to Valparaiso—and took dinner on board with the officers, all of which, four in number, including the Captain's Clerk, were members of the church in Cherry street, of which I am Pastor. By this it will be seen that our Bethel operations have a commercial as well as a religious claim on the benevolent cooperation of the entire community, as it is doubtful, very doubtful, whether these men would have thus been elevated to such responsible positions had it not been for the Bethel. They show their colors wherever they go, and God has given them a number of converts for their hire.

IRA R. STEWARD.

Woman.

To a woman I never address myself in the language of decency and friendship without receiving a decent and friendly answer. If I was hungry or thirsty, wet or sick, they did not hesitate, like men, to perform a generous action, in so free and kind a manner that if I was dry I drank the sweetest draught, and if hungry, I ate the coarsest morsel with a double relish.—*Mungo Park.*

Nautical.

A young lady, says one of our exchanges, remarked to a male friend that she would make a poor sailor. The gentleman promptly answered, "Probably—but you would make an excellent mate."

Account of Money.

From May 15, to June 15, 1854.

Directors for Life by the payment of Fifty Dollars.

Capt. Joseph N. Magna, by	
David Hoadeley, New York,	50 00
George L. Weed, Cincinnati,	
Ohio, by a Friend, - - -	50 00

Members for life by the payment of Twenty Dollars.

Swanton Whitmore, Lynn,	
Mass., by I. C. Whitmore,	
New York. - - -	50 00

Mrs. Augusta Odlin, by Ladies	
Sea. Fr. Soc'y, Exeter, N.	
H., (amt. ackl. below.)	

Samuel Halsey, by Central	
Pres. Ch. Newark, N. J.,	23 64
Stephen G. Gould, do., do.,	23 65
Rev. James M. Hope, by First	
Bapt. Ch. Catskill, N. Y.,	20 00

Mary Lay Hale, Pennington,	
N. J., - - -	20 00
Catharine Spencer, Catskill, N.	
Y., by E. B. Day, (amt.	
ackl. below.) - - -	

Ira Taylor, by Pres. Ch., So.	
Orange, N. J., - - -	25 88
John Bosworth, Providence,	
R. I., by J. B. Nichols, (amt.	
ackl. below,) - - -	

Joseph M. Bradley, do., by	
John Manton, balance, (amt,	
ackl. below.)	
James W. Williams, North-	
ampton, Mass., by Elipha-	
let Williams,	20 00

Samuel Williams, do. do.,	20 00
William Butterfield, by Con.	
Ch. and Soc, Francestown,	
N. H., - - -	27 50

Kimball W. Emerson, do do.,	27 50
Dea. Abel Baker, Troy, N.H.,	
by Friends (in part,) - - -	7 00

Donations.

From First Pres. Ch., Orange,	
N. J., - - -	50 56
" Ladies Sea. Frd. Soc.,	
Exeter, N. H., for	
shipwreck'd sailors,	70 00
" Mrs. S. H. Burnett,	
Southampton, N. Y.,	1 00
" West Pres. Ch., Car-	
mine street, N. Y.,	40 00

From Ref. Dutch Ch., New Utrecht, N. Y.,	25 68	From Con. Ch. and Soc., Hen- inker, N. H.,	15 50
" Capt. Wm. P. Swasey, of ship Talleyrand,	2 50	" Con. Ch. and Soc. West Boscawen, N. H.,	17 00
" Mr. McNee, mate, do.,	2 50	" Con. Ch. and Soc., East Boscawen, N. H.,	17 00
" St. James Church, New- town, N. Y.,	16 00	" Rev. E. C. Cogswell, New Market, N. H.,	5 00
" Pres. Ch. Williams- burg, Rev. Mr. Wells, Pastor,	62 98	" Con. Ch. and Soc., Ridge, N. H.,	15 35
" Rev. Charles Beecher's Cong'n, Newark, N.J.	58 40	<i>Aspinwall Station.</i>	
" Ref. Dutch Ch. Catskill, N. Y.,	13 62	Henry A. Coit New York,	50 00
" E. N. Crosby, Pokeepsie,	10 00	Henry Chauncey "	100 00
" Mrs. M. E. Lathrop, Rahway, N. J.,	2 00	Wm. Whitewright, "	50 00
" Peter Allen, South Had- ley, Mass.,	5 00	David Hoadley, "	50 00
" A Friend,	1 00	E. Bartlett, Esq., "	50 00
" Polly Durfee, Bristol, Vt.,	2 00	<i>Legacies.</i>	
" Levi Clapp, Worcester, Mass.,	1 00	On account of the late Ben. H. PUNCHARD of Andover, Mass., F. Cogswell, Attor- ney,	32 00
" Boston, Sea. Frd. Soc.,	453 35	Late Joel Bradley, of Lee, Mass., by H. S. Bradley, Ex.	37 50
" Gentlemen's Ben. Soc., of Edward's Church, Northampton, Mass.,	38 25	Late Miss Mary A. Loveland, Middletown, Ct.,	1 00
" Pres. Ch., Catskill, N. Y.,	58 58		
" Con. Ch. and Soc. Hol- lis, N. H.,	37 71		
" Contre Con. Ch. and Soc., Mason, N. H.,	5 29		
" Edward Carrington, St. John's Ch. Providence, R. I.,	100 00	<i>Money received into the Treasury of the Boston Seamen's Friend Society.</i>	
" Wm. T. Dorrard, do.,	10 00	North Brookfield, First Con. Soc.,	30 00
" Ladies, do.,	45 00	Paxton, Childrens collection, viz, Wm. Phipps, 1 52, Sophia R. Earl, 2 35, Daniel Rice, 1 45, E. W. Conant, 68, in full, to make Rev. Wm. Phipps, L. M.,	6 00
" Individuals, do.,	10 00	Newburyport, First Pres. Ch., to make Rufus Smith and Samuel Todd, L. M.'s,	41 00
" Beneficent Congre'n, Providence,	181 50	Gardner, Rev. H. Stowell's Soc.,	11 00
" S. Arnold, do.,	5 00	Enfield, Benevolent Soc.,	100 00
" Mrs. Fuller, do.,	1 00	North Hadley, Young Ladies Benevolent Society,	7 59
" Central Church, do.,	146 00	North Truro, I. M. Lord, Holden, for estate of the late Mahalah Hubbard, by G. S. Hubbard,	1 50
" Richmond St. Ch., do., (in part.)	102 00	Harvard Ladies Sewing Cir- cle, to make Reuben Whit- comb L. M.,	13 00
" First Baptist Ch. do., do.,	94 00	Hatfield Con. Soc.,	20 00
" Ladies Soc., First Par- ish Northampton, Mass.,	36 86	Athol Con. Soc.,	94 00
" A Lady in Chesterfield, Mass.,	2 00		20 00
" Congregational Ch. and Soc., Canterbury, N. H.,	12 65		
" Jaffray, N. H., (balance,)	1 00		